

THE ILLUSTRATED WAR NEWS.  
MAY 24, 1916.

EACH NUMBER COMPLETE IN ITSELF.

PART 94

# THE ILLUSTRATED WAR NEWS



AWAITING ENEMY AIRCRAFT: AT SALONIKA

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PUBLISHING OFFICE: 172, STRAND, LONDON, W.C.



*This Week's*

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It has, by request of the Authorities, already provided Hospitals for 3,500 horses. It is at the moment building an extension to another Hospital for 750 horses, and has just undertaken to provide tents for 2,400 horses. By its means, therefore, hospital accommodation for 6,650 will be provided.

It has also sent out for the British Expeditionary Force—

4 motor ambulances, 2 motor lorries, 55 horse-drawn ambulances, 20 chaff-cutters and corn-crushers, 2,900 loin-cloths and rugs, over 2,000 poultice and brushing boots, over 600 sheep skins, and over 50 humane killers for slaughtering horses. In addition, large supplies of veterinary requisites necessary for alleviating the sufferings of the war-worn horses at home and abroad have been supplied.

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THE CASEMENT TRIAL.

WAR IN PEACE AND WAR IN THE AIR.

WONDERS OF MODERN WAR.

A THAMES-TO-TANGANYIKA ROMANCE.

THE NAVY'S MOST ROMANTIC EXPEDITION.

RUSSIANS EN ROUTE FROM MOSCOW TO MAR-  
SEILLES VIA THE CHINA SEA.

SERBIA'S REORGANISED ARMY.

A VERDUN BATTLEFIELD PHOTOGRAPH.

AN UNUSUAL ADVENTURE OF A BRITISH OBSERV-  
ATION OFFICER.

THE RELIEF OF FAMINE IN OVAMBOLAND.

THE PACIFICATION OF WESTERN EGYPT.

A SEARCH FOR HIDDEN SENUSSI ARMS.

A NAVAL AIRSHIP COMING IN AFTER A LONG  
FLIGHT.

AEROPLANES LANDING AT NIGHT.

MR. ASQUITH ON THE QUAY AT KINGS-  
TOWN.

OFFICERS ON THE ROLL OF HONOUR. Etc., etc.

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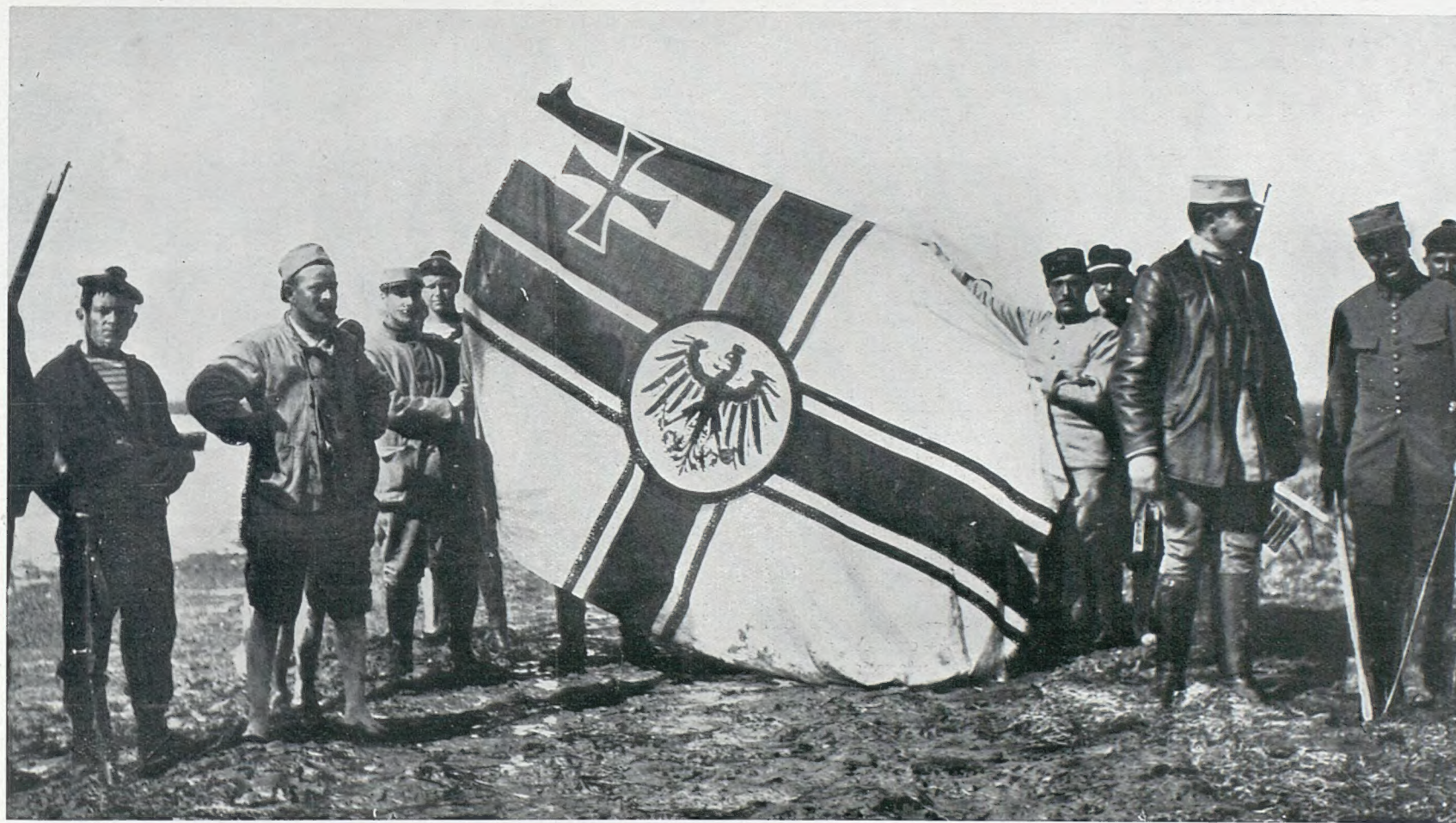
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# The Illustrated War News.



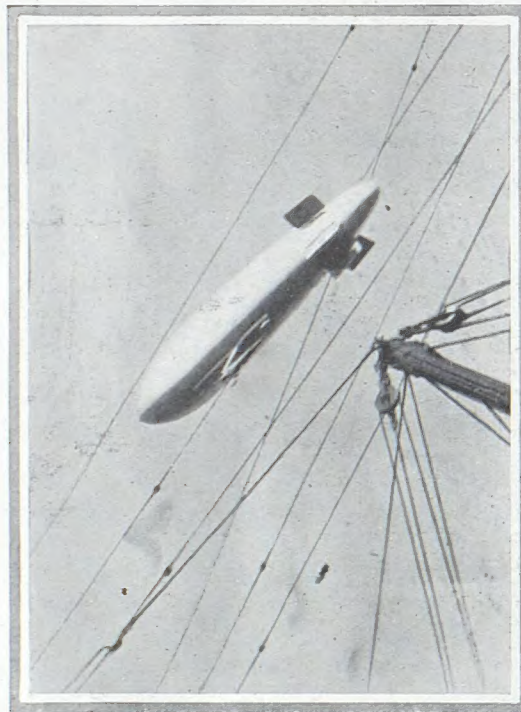
A TROPHY FOR GENERAL SARRAIL : THE FLAG OF THE ZEPPELIN DESTROYED AT SALONIKA, SINCE HUNG IN HIS OFFICE.

*Photograph by Topical*



## THE GREAT WAR.

THERE can be no doubt that the fields of war are seeing a considerable growth of activity. Most of the fronts are stirring with action. And while much of this is yet of minor quality and promise—the fighting on our own front, on the French, and even those small engagements noted in Syria and in the Balkans, have yet to grow above the stature of local encounters—at two points the activity has gravity, and may be the beginning of bigger events. These outstanding points are the fighting in the Austrian Tyrol and the new showing of Russian energy in the Lake Urumiah—Lake Van area. The affair in the Austrian Tyrol has the air of



AN "EYE" OF THE MEDITERRANEAN FLEET:  
A BRITISH AIRSHIP SCOUTING.

The photograph, taken from below, shows one of the airships attached to the British naval forces in the Mediterranean.

Photo. by Sport and General.

being largish in planning and power. It must be remembered that the Italians were able to reap the reward of the initial offensive against Austria here, as well as on the Isonzo, and were able to force practically all the Trentino passes, and press upward and inward through the valleys towards Trent. The Austrian offensive is, therefore, to be regarded in the light of a counter-thrust to rid Austrian soil of the invading Italians. The position of the Trentino, driven like a wedge into Italy, places—and always has placed—our Ally at a disadvantage, so that, if a powerful offensive onward and beyond the border could be maintained, Italy, from Verona downward would be under bitter threat. That threat has not yet come, and is not likely to come at any time.

The battle is still beyond the enemy frontier, and is held up by strong works constructed during many months' occupation of enemy territory. The main idea of the Austrian attack was to indulge in heavy gunnery

work on the entire front, to press an assault in the east, especially about Monfalcone—this assault being of secondary nature—and to direct the real offensive against a front south of Rovereto running from the Adige valley to the valley of the Astico. There has been other fighting in the Adamello zone, in the Ledro Valley (west of Lake Garda), and elsewhere. The Austrian results are sweeping enough on paper. They have captured (in fighting from the 15th onward) a string of thrillingly named positions and thirteen thousand prisoners—on their own communiqués. In actual fact, the first impact of their movement appears to have driven the Italians out of their forward lines. All efforts, and there have been a great number, failed at first to dislodge our Ally's troops from the second and powerful Zugna Torta line. After three days' intense artillery fire these positions were forced and the Italians pressed back. The

Italians express their confidence of holding to their new positions, which are still beyond the old Austrian frontier. In other districts of the South Tyrol the Austrians were checked; and in the Adamello zone the Italians have pressed advances in the Col Tapete and Col Fargorida, and have made excellent hauls of arms and ammunition into the bargain. At Monfalcone, apparently in the Bagni district, the success appears to be fluctuating. The Austrians made captures on the 15th, but were apparently driven out of part of their gains on the 17th-18th. The fighting continues.

Following General Baratoff's advance to the Turkish frontier on the Bagdad-Kermanshah road, the Russians have secured an even more



THE NEW BRITISH COMMANDER AT SALONIKA:  
LIEUT.-GENERAL G. F. MILNE.

General Milne, who assumed command of the British troops at Salonika when Sir Bryan Mahon left to command in Western Egypt, has acted in France as Chief Staff Officer at the Headquarters of the Second Army.

He is forty-nine.—[Photo. by Lafayette.]



favourable advance south of Lake Van and Urumiah, and have been able to defeat the Turks at Revanduza and occupy that place. Revanduza is a town eighty miles to the east of Mosul, an extremely important point on the Tigris above Bagdad. The route of supply and communication for the Mesopotamian defence passes through Mosul, which was to have been a station of some significance on the Bagdad Railway when it was completed. The Russians are therefore threatening the Turks both to the south-east and north of their chief hold in this arena; and, with the British strong in the south, the enemy's position becomes steadily more uncomfortable. With the Russians still unchecked in the Bitlis-Diarbekr region, as well as on the road to Erzingan, the situation of the enemy in the Caucasian and Persian tracts has all the elements of disruption. Their front is engaged at so many points that it does not seem probable they can offer anything like adequate resistance, and it is more likely than not that the Turks will from now on be fighting under a sense of increasing dilemma—a dilemma that seems bound to end in their complete defeat. The actions of the British in Syria will tend to increase this sense of

disintegration. The actions are not big, but they must be disturbing. On May 16, a column of Australian and New Zealand mounted troops, moving on the southern route to Asiatic Turkey, attacked, at Bayoud and Mageibra, Turkish camps, driving the enemy off in flight, and taking a great deal of matériel and ammunition. On the 18th, British war-ships and aero-

planes bombarded the Turkish camp at El Arish. A fort was believed to have been reduced to ruins, and the aeroplanes scattered bombs about the camp and among the enemy troops. El Arish is a hundred miles from Suez, on the frontier line of Syria, and is the chief depôt and base for the enemy army that has promised so often to invade Egypt. The bombardment will keep the enemy thinking.

On our front in the West there has been a lively exchange of attacks, none of them very important, but all pointing to an increased energy and mobility. On Sunday, the 14th, the Germans came out at our lines in Ploegsteert Wood in three attacks, succeeded in the end in getting into our trenches, and were then driven

[Continued overleaf.]



A NEUTRAL SOVEREIGN AND HIS CONSORT, WHO HAVE DONE NOBLE WORK DURING THE WAR: THE KING AND QUEEN OF SPAIN, AT THE OPENING OF THE SPANISH PARLIAMENT.

For the past year King Alfonso has conducted in his Palace at Madrid a war bureau for obtaining information for the families of soldiers wounded or missing. It has dealt with over 200,000 cases in France alone, involving quite a million letters. He has also interceded, successfully in several cases, for persons condemned to death. He tried his best to save Miss Cavell.—[Photo. by C.N.]

out. On Monday the Germans gave us the benefit of a repulse in an attack made against their positions near Hulluch, and there was a great



deal of bombardment generally along the line. On the 16th the enemy again got into our works, this time near Hebuterne, and were got out in the usual prompt fashion. On the same day the Lancashire Fusiliers followed up a mine-explosion on the Vimy ridge so excellently that they gathered to themselves 250 yards of trench and dealt out many casualties. Here the fighting was kept up, the Germans counter-attacking steadily; and on the 17th, after a strong bombardment, a crater was gained back by the foe, only to be taken once more, this time by the Loyal North Lancshires, on the 20th. There have been a number of trench raids on both sides, in one of which—near Roclin-court—the Seaforth Highlanders did particularly well. A great deal of air work has been done during the week, and much aerial fighting.

The French line of the West shows little change; the Germans are still pursuing the same line of attack against Verdun, and with the same lack of appreciable result. They have brought new divisions into this field, and, with these and heavy artillery preparation, they are striving to push the French out of their positions in the Avocourt Wood—where the French advances enfold their line not too pleasantly—Hill 304, and, of course, the Mort Homme. The fighting has been characteristic: both the French and the Germans have made small gains, first-line trenches being taken, and occasional redoubts and the like, but the main strength of the defence is apparently entirely unimpaired. Along the rest of the front there have been happening a number of these small, nervous attacks which have also characterised the fighting on the British line. The French have made successful trench raids in the Valley of the Somme, and at a

couple of points in the Champagne—notably north-west of Ville-sur-Toube, where an entire enemy trench was cleared up. The Germans have been active, too; they have attempted several raids and advances in the Aisne districts, and in the Champagne they evidently planned a largish gas attack, only to be frustrated by the French curtains of fire.

The incidentals of war have been few and small. The enemy's communiqués report some movement above Salonika, but this seems to be no more than patrol work. On the sea there has been a small fight between some British monitors and destroyers and some German destroyers. This

took place off the Belgian coast, and after a short encounter the enemy ships sought their more natural element—that is, the harbour basin. On the 13th one of our monitors came to grief, the *M 30*—one of a small type—being struck by Turkish guns, and, taking fire, was destroyed. Apart from this, there is much news—only it is unofficial—of very good work being done by the submarines in the Baltic Sea. The ports now have been freed from ice, and there has been a consistent activity of the submersibles in which

the German ships of the Baltic trade have suffered considerably. Many of the submarines acting here are British, so that even unofficially we can credit ourselves with some of the good work done. The most striking note in aerial warfare has been the raid of three sea-planes on the coast of Kent; one man was killed, and a trivial amount of damage was done. The raid was carried out by moonlight, and one of the planes was brought down by a naval patrol off the coast of Belgium.

LONDON, MAY 22, 1916.

W. DOUGLAS NEWTON.



"ANZACS" IN EGYPT: AN AUSTRALIAN TRANSPORT CAMP AT WARDIAN.

An Australian and New Zealand mounted column on May 16 successfully attacked and destroyed a Turkish camp at Bayoud, east of the Suez Canal. Some of the "Anzac" forces, it will be recalled, recently went from Egypt to France.—[Photo. by C.N.]

The French Ar  
churches in th  
our correspond  
warning signal





**NOW ANNOUNCING, NOT MASS, BUT GERMAN "GAS": A BELL FROM A RUINED FRENCH CHURCH USED AS TRENCH-ALARM.**

The French Army, ever as ingenious as it is heroic, has found a new use for the bells from the numerous churches in the invaded parts of France which German shell-fire has reduced to ruins. These bells, our correspondent states, are mounted at suitable points in the French advance-trenches for use as a warning signal in the event of a German gas attack. Instead of summoning the faithful, as heretofore,

to attend a celebration of Mass, their notes announce the approach of the poisonous fumes which diabolical German science has introduced into the methods of modern warfare. In the photograph a French soldier, in his steel helmet, is seen standing beside the bell hung in its unwonted surroundings, ready, if occasion arise, to perform the duties of bell-ringer.—[Photo. by Illustrations Bureau.]





**A GREAT FRENCH ACTRESS PLAYS BEFORE HER COUNTRYMEN AT THE FRONT: POILUS AWAITING THE ARRIVAL OF MME. SARAH BERNHARDT.**

The visit of Sarah Bernhardt to the trenches, and her wonderful performances before an audience of brave French fighting-men, must have inspired them with even greater courage and resolution than their already splendid record, and, when it was known that the great actress was coming, they waited eagerly for her arrival, as seen in our photograph. We have seen her recently in the dignity of Morand's

"Les Cathédrales," and in the tragedy and pathos of Mlle. Lysianne Bernhardt's "Une d'Elles," and we can imagine the effect upon the French soldiers of the golden voice, the passion, and the tenderness of the great actress. Mme Bernhardt, who became a Greek by her marriage with the late M. Jacques Damala, was readmitted to French nationality on the 16th inst.—[French War Office Official Photo. ; issued by News.Illus.]

A demonstration  
instance of an It  
terms a hydro-ski  
used. By pressing





**THE WATER SNIPER ON A HYDRO-SKI—A WAR INVENTION: A FRENCH SOLDIER EXPERIMENTING WITH THE APPARATUS.**

A demonstration has just been given on one of the lakes in the Bois de Boulogne, in Paris, at the instance of an Italian engineer, who has brought out a machine, for special war purposes, which he terms a hydro-ski. A pair of floats, in appearance somewhat similar to those of a hydroplane, are used. By pressing the feet gently forward, as a skater strikes out, a paddle-wheel poised between the

floats on a back-axle is set in motion, sending the machine skimming easily and fast across the surface of the water. A small paddle is provided for steering purposes; and balance can be kept easily by the hydro-skier. Several French soldiers have been experimenting with the apparatus. One of them is seen above in the act of firing while on the water.—[Photo. by Topical.]





**NIGHT WORK BY OUR ANTI-AIRCRAFT MEN AT THE FRONT: A QUICKFIRING GUN-TEAM IN HOT ACTION.**

If the coming of darkness curtails the activities of hostile aeroplanes at night along the front, Zeppelin and other types of German dirigibles are now and again on the move at one place or another over the Allied lines on bomb-dropping expeditions. Not only are some of the frontier towns visited, but attacks are always to be anticipated at places where depôts of stores and munitions have been formed, and at

the larger railway stations and junctions within the strategical area. A British anti-aircraft detachment at a point where a steep bank by the roadside gives cover are seen in hot action at night, firing, as fast as the gun can be supplied with ammunition, on one of the enemy aircraft whose whereabouts the searchlights elsewhere have disclosed.—[Official Press Bureau Photograph; supplied by S. and G.]

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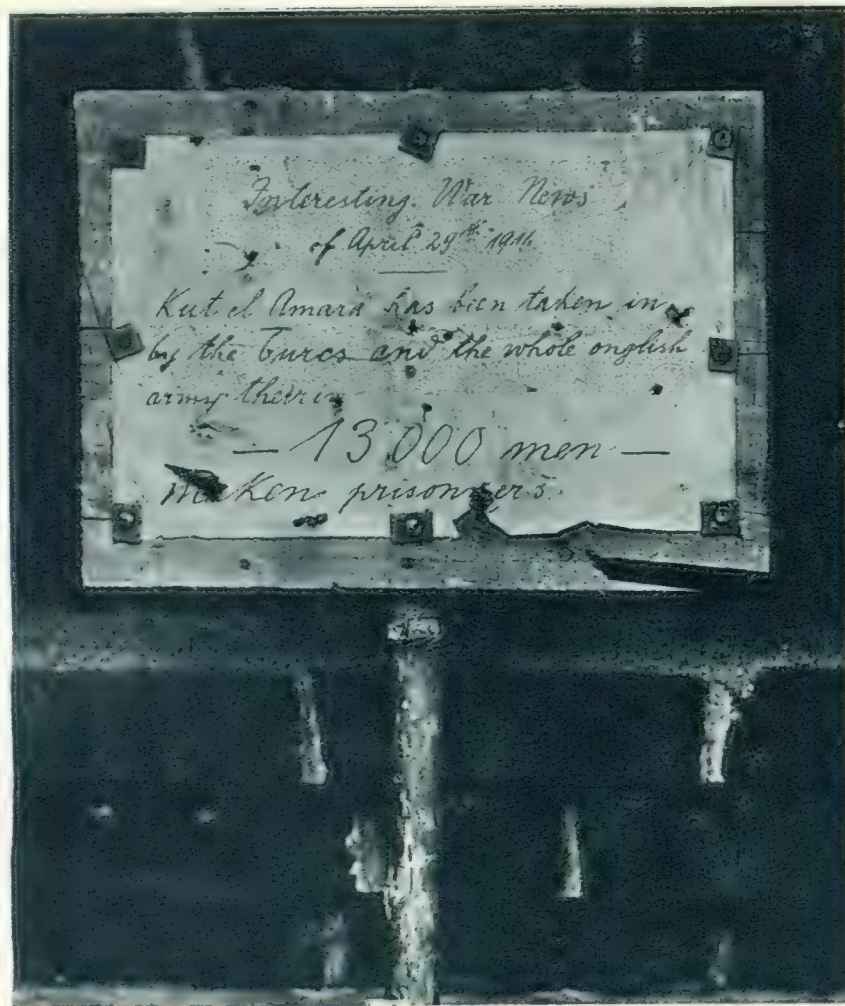


THE CHEF AT THE FRONT: AN OFFICERS' MESS KITCHEN WITHIN SOUND OF THE GUNS.

The good-humoured sense of comradeship with which British officers have shared the makeshifts of their men has been from the beginning of things one of the pleasant features of life at the Front. They are too keen on their work to lament that their *chef* is not a Brillat-Savarin, or the *menu* quite such as a *gourmet* would scan with minute discrimination at a fashionable hotel. They are content with

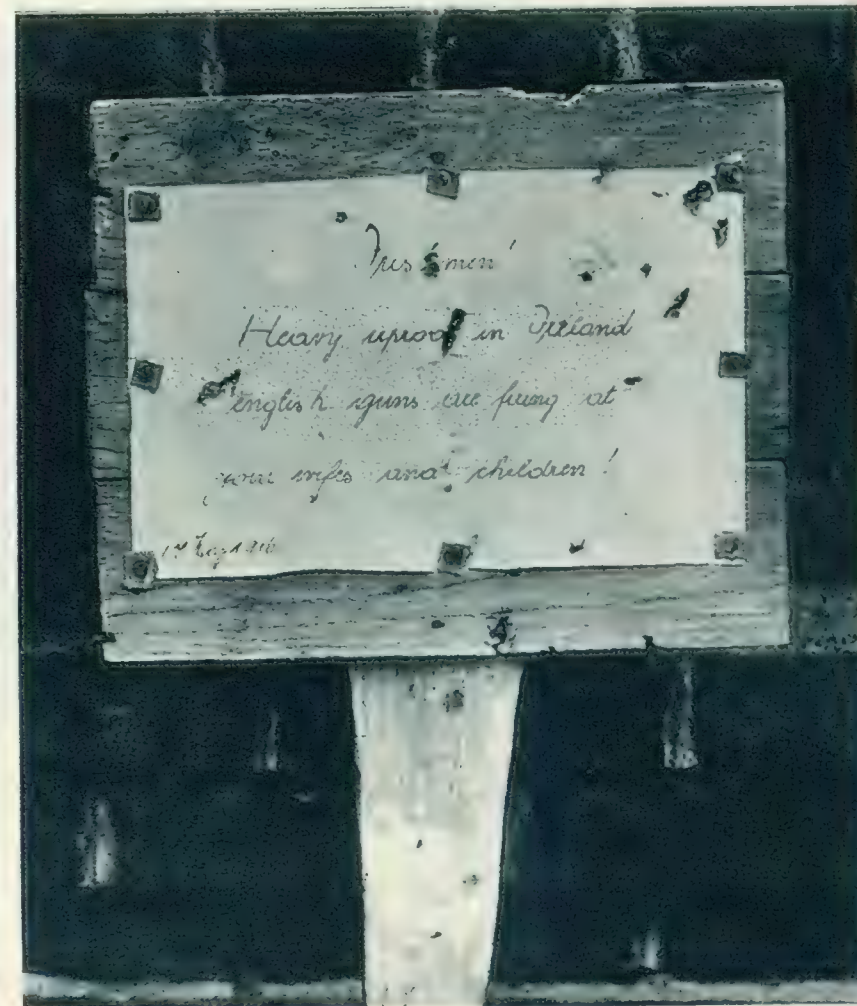
reasonable comfort, and this is secured, not always without risk, by means of such arrangements as those shown in our illustration. The *batterie de cuisine* scarcely suggests catering for an epicure, and the cooks wear steel helmets as a protection against possible uninvited guests in the shape of German bullets.—[Official Photograph issued by the Press Bureau. Crown Copyright reserved. Supplied by Alpers.]





**CAPTURED BY THE MUNSTERS: A GERMAN PLACARD TO IRISH TROOPS.**

The German attempt to pervert Irish troops, by posting placards on their own trench-parapets, failed ignominiously. After singing "Rule, Britannia!" the Irishmen, by a daring night-raid, captured the placards, now in London. Two officers and 25 men crawled towards the German trenches: Machine-guns wounded several badly. But, lying still for hours, they brought their trophies in triumph. The placards



**GERMANY'S FUTILE ATTEMPT TO PERVERT IRISH TROOPS: A CAPTURED PLACARD.**

were pitted by Irish bullets. The left-hand one reads (in Teutonic spelling): "Interesting War News of April 29th, 1916.—Kut el Amara has been taken in by the Turks and the whole English army therein—13,000 men—made prisoners." The right-hand placard reads: "Irishmen! Heavy uproar in Ireland; English guns are firing at your wives and children! 1st May, 1916."—[Photos. by C.N.]

Only tho  
the disap  
the brief  
"home"





"CUPID'S MESSENGER" AT THE FRONT: A POST-GIRL ON DUTY IN THE FRENCH WAR-ZONE.

Only those who have been to the Front can fully realise the eagerness with which letters are looked for, the disappointment when the answer has to be "Nothing for you," and the welcome with which even the briefest note is received, to be read, and re-read by the men who are separated by the war from "home" and all that it means for them. Fortunately, the postal arrangements have proved wonderfully

complete and satisfactory when the dangerous and constantly fluctuating conditions of active service are taken into account. A pleasant novelty established for the *poilus* on the French front is shown in our photograph of the new *dame-facteur*, or post-girl, who has superseded the postman in certain war-areas. In a neat and serviceable uniform, she does her work diligently and well.—[Photo, by Illustrations Bureau.]



## Little Lives of Great Men.

LXXI.—THE KING OF ITALY.

OF late years there has been no more kingly figure, in the best sense of the word, than Victor Emmanuel III. of Italy. He may be said to have shown the way to Sovereigns in taking an intimate personal share of their peoples' joys and sorrows, particularly the latter, and his example has been followed in not a few instances by other royal personages. Victor Emmanuel the Third, the son of King Humbert and Queen Margherita, was born at Naples on Nov. 11, 1869. His childhood was not robust, but under the careful training of his mother and of Colonel Osio, he grew strong and became a good soldier and a fearless rider. He passed through all the grades of military service, and at the age of twenty-one was placed in command of the Florence Army Corps. He visited Germany often and increased his military knowledge. In command of the Naples Army Corps he gave good proof of the stuff that is in him, both as commander and as administrator. In 1896 he represented his father at the Coronation of the Tsar Nicholas II., and the following year he took part in the Diamond Jubilee festivities in London. In 1900 he was in Berlin at the celebrations in honour of the coming of age of the Prussian Crown Prince. On July 29, 1900, King Humbert was assassinated at Monza. At that time the heir to the Italian throne was on his way back from a yachting cruise. He landed at Reggio and at once assumed his new position, performing the duties that fell to him with judgment and resolution. His formal



H.M. VICTOR EMMANUEL III., KING OF ITALY.

Photograph by Record Press.

accession was celebrated on Aug. 11, 1900, two days after the burial of the murdered King. From the first he was a popular monarch, and his marriage with Princess Elena of Montenegro forged another link between the Italians and the Crown. The Queen shares her husband's duties to the full, and has been his constant companion and counsellor. Together they have lived only for Italy and her welfare. Victor Emmanuel's reign has not been easy, industrial trouble has never been far away, and volcanic Nature has shaken Italy more than once. But in times of stress, the King and Queen have ever been the first to help. After the terrible Calabrian earthquake disaster in 1908, they hastened to the scene of ruin, and the King toiled with his own hands to extricate victims from the fallen houses, while the Queen led in the work of nursing the injured and caring for the homeless. When the war with Turkey began, King Victor bade his High Admiral "use all possible humanity," a counsel that reads curiously in these days, when High Admirals receive very different instructions. It is just a year (May 24) since Italy came into a yet greater struggle, and at once the King took his place in the fighting line, which he has seldom quitted since. He is an admirable soldier, a great hunter, a scholar, and an artist, and is an accomplished numismatologist. Some years ago, King Victor and Queen Elena paid a State visit to England, and had a most enthusiastic reception. They have four children — Princess Yolanda, Princess Mafalda, Humbert, Prince of Piedmont (the Heir-Apparent, born at Racconigi in 1904), and Princess Giovanna, who is now nine years of age.

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THE "ANZAC DAY" REGATTA ON THE SUEZ CANAL: H.M.S. "SAPPER" AT THE DESERT CAMP WHERE SHE WAS BUILT.

"Anzac Day" (April 25) the first anniversary of the heroic landing on Gallipoli Peninsula, was celebrated by the Australians and New Zealanders at their camps in Egypt by special sports. These comprised athletic sports or regattas, according to the localities. The "Anzacs" at one camp on the Suez Canal had in their programme a regatta with an "Anzac Derby" race. One of the competing craft, which

was built specially for the "Derby" at one of the desert camps miles distant from the Suez Canal, is seen here at the camp railway station on the morning of the race just before leaving the place where the craft was constructed for the Canal. H.M.S. "Sapper" was the name that her "Anzac" builders gave their handiwork.—[Photo. by C.N.]





**"ANZAC" DAYS IN EGYPT: CAMP FIREWOOD—A NATIVE'S LOAD.**

The illustrations on this page and that adjoining are reproduced from some of the photographs sent home as souvenirs to relatives and friends by members of the "Anzac" Contingent while in Egypt. Since then many of the "Anzacs" have come to join the Army at the front in Flanders and Northern France, as the daily Press has recorded. In addition, the illustrations have an incidental interest as

**"ANZAC" DAYS IN EGYPT: A TREE-TRUNK LOAD OF NEARLY 6 CWT.**

showing scenes of camp life in Egypt out of the common. They constitute a record of the business-like manner in which the authorities faced and solved the difficult problem of accommodating the numerous army of "Anzacs" in a land like Egypt, where building timber of suitable dimensions is a scarce commodity, only procurable at places a long distance from the inhabited centres. Actually, a large

*(Continued opposite.)*

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*Continued.]*

**"ANZAC" DAYS IN EGYPT: NATIVES CUTTING UP FOR KITCHEN FUEL SPARE LOGS NOT WANTED FOR BARRACK-BUILDING.**

town of wooden barracks had to be created, its materials being transported as felled, in the form of rough tree-trunks and logs, by rail and river-craft from far and wide. Egyptian labour proved invaluable to the army builders, owing to the weight-carrying capacity of the natives. "They could carry on their backs," describes a correspondent, "only suspended by a rope slung round the forehead, pieces

weighing more than 8 cwt." Whether the loads were sections of huge trunks for sawing and converting into beams and planks, or other timber required as fuel for the camp kitchens, the weights were shouldered by the natives and carried about as mere details in the day's work. The description of their patient work suggests the days of the Pyramids.—[Photos. by Record Press.]





AN ITALIAN SIEGE-PIECE IN THE ALPS, MOVING TO A NEW POSITION: A SHARP CURVE IN THE ROAD.

This is not one of the Italian heavy guns on its way to the front in the Alps; it is a big siege-piece, with its long barrel shrouded in waterproof canvas, after being in action at one place, moving forward to a new position. The Censorship omits mention of the name of the famous Italian artillery brigade to which the gun belongs. As seen here, the giant piece, after being hauled along a good mountain

road—constructed by the skill of the Italian Royal Engineer Corps—by motor traction, has come to a sharp bend where “man-handling” by a small army of gunners with drag-ropes is necessary to enable the cumbersome weapon to negotiate the curve safely. The ponderous weight has also to be kept from slipping back owing to the steepness of the gradient round the bend.

The Prince  
welcomed  
the Allies  
for a mot





THE PRINCE OF WALES IN THE ITALIAN WAR-AREA: STARTING WITH KING VICTOR ROUND THE LINES.

The Prince of Wales arrived at the Italian General Headquarters on the morning of May 5, and was welcomed by King Victor, with, in attendance, General Porro and the Military Missions of England and the Allies attached to the Italian Army. In the afternoon the Prince of Wales was taken by the King for a motor-car round of visits to points along the Lower Isonzo front. Next day, accompanied by

officers of the British Mission, the Prince visited the same section as far as Monte Nero, and also the Cadore-Trentino front. The third day of the Prince of Wales's stay was spent with the King in a motor-car visit along the Carso front. Everywhere his Royal Highness was acclaimed with the heartiest enthusiasm by both military and the civilian population.—[Photo. by L.N.A.]





THE DEADLY CARSO PLATEAU ON THE ITALIAN FRONT: AN ITALIAN SHELL BURSTING IN THE AUSTRIAN TRENCHES.

One of the characteristic features of the country on the Italian Carso front is shown here. The barren, tree-less series of plateaux across which the Italian and Austrian trench-lines extend, facing one another for miles, is of a hard, rocky nature on the surface, almost everywhere, a circumstance that causes the fighting in the Carso region to be very costly in lives. Owing to the stony ground, the effect of heavy

shells falling is exceptionally deadly. Each shell as it bursts on or just below the hard soil scatters the rock-fragments with volcanic effect all round in dense showers of splinters which in themselves are often as deadly as a hail of shrapnel bullets. An Italian high-explosive shell is seen just as it is exploding in one of the Austrian trenches.—[Photo. by Alfieri.]

The snow  
present tin  
snow. On  
the Carso





THE ITALIAN CAMPAIGN IN THE CARNIC ALPS REGION: AN ADVANCED TRENCH AND BLOCKHOUSE AT 6000 FEET ALTITUDE.

The snow in most years lies until well into June among the uplands of the Carnic Alps, and at the present time most of the positions on both sides situated at the higher altitudes are covered with deep snow. One of the most exposed points in the Italian trench-line, high up on the crest of a ridge on the Carso front, is shown in the illustration. On every side the mountain-summits and peaks of the

neighbourhood still remain snow-clad, presenting a mid-winter aspect. The section of trench seen, with its blockhouse barrack, constructed both for the defence of a bend in the trench-line and as a shelter of the troops holding the position just there, forms one of the most advanced points of the Italian front towards Trieste.—[Photo. by Alfieri.]





ON THE ARMENIAN BATTLE-FRONT, WHERE THE VICTORIOUS GRAND DUKE NICHOLAS IS PRESSING THE DEFEATED ENEMY HARD

"You have won a great battle and the enemy are in full retreat; run after him; hammer him with guns, charge him with cavalry, harass him with mounted infantry . . . keep pushing him and hitting him from morning to night. His forces will soon cease to be an army." These are the words of the late Lord Wolseley, in his celebrated military *maxims*, "The Soldier's Pocket-Book," on the lines of which our present-day official staff hand-books are based. Lord Wolseley quotes as the outstanding example of "how to do it," the

CIRCASSIAN COSSACKS

classic case of the fate of Napoleon after the defeat of the Russian army in the mountains of Armenia by a re-





ENEMY HARDSHIP. CIRCASSIAN COSSACKS CHARGING ONE OF THE COLUMNS OF THE TURKISH REARGUARD, AND CAPTURING THEIR ARTILLERY.

classic case of the fate of Napoleon's army after Waterloo. Had the late Field-Marshal lived until now he would have seen his ideas of a pursuit put in practice by the Grand Duke Nicholas after the defeat of the Turks at Trebizond, an incident of which is illustrated above. It shows the rearguard of the defeated Turkish Army being overwhelmed among the mountains of Armenia by a relentless charge of the Circassian Cossacks, who are trained to fight both as cavalry and mounted infantry.—[Drawn by F. de Haenen.]





THE WELL-ORGANISED RUSSIAN CAMPAIGN IN ASIATIC TURKEY: A GENERAL VIEW OF A RUSSIAN CAMP ON THE ARMENIAN FRONTIER.

The Russian campaign in Asia, already marked by such brilliant successes as the capture of Erzerum and Trebizond, is making steady progress and gives promise of still greater victories to come. On the main front, from the Black Sea to Diarbekr, according to recent reports, the Russians are at present simply containing the enemy, while further south they are advancing in Mesopotamia in the direction of Mosul and Bagdad. The Turco-German Forces have lately been attacking the Russian centre, but they are said to be short of men and to have had to leave the important region of Diarbekr denuded of regular troops. The Russian forces are well organised in the matter of hospital and sanitation arrangements, very important in a sub-tropical climate.—[Phot. by Underwood and Underwood.]

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OUR FAR-EASTERN ALLY: THE COLOURS OF SEVEN NEW JAPANESE REGIMENTS BEING ESCORTED TO THE MINISTRY OF WAR.

The conferring of a regimental standard is the final act with all new regiments on their enrolment of men and appointment of officers being completed. The presentation sets the seal on the new corps as an army unit. In the Japanese Army the ancient, historic Samurai hero-spirit is fostered and utilised to the full as an incitement to patriotic self-sacrifice, by means of the battle-flags of the regiments, and

everything that has to do with the colours is treated as sacrosanct. In that latter regard, of course, there is really little or no difference between the army of our Far-Eastern ally and our own Army, if in certain ceremonial points of detail there are incidental differences in consequence of national usage and traditional methods.—[Photo, by C.N.]





**THE WESTERN EGYPT FRONTIER CAMPAIGN: SIKHS, ARMoured MOTOR-CAR BRIGADE MEN, AND BEDOUIN PRISONERS AFTER MERSAH-MATRUH.**  
 These are incidents after the victory of the Western Egypt Frontier Force at Mersah-Matruh, where the Bedouin invaders experienced the check which threw their campaign out of gear. Photograph No. 1 shows some of the Sikhs, whose "great dash and courage" was the admiration of the Army, dressing their long hair according to religious custom, on return to camp. No. 2 shows the armoured motor-cars which charged the enemy's centre. "Driven with reckless daring, they dashed on a rocky way close up to the top of the ridge," and with rapid fire scattered the Bedouins. No. 3 shows prisoners together with their captors. (Note how the Bedouins are hiding their faces before the camera's "evil eye.") No. 4 shows other prisoners brought into camp.—[Photos. by C.N.]

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**THE WESTERN EGYPT FRONTIER CAMPAIGN—AFTER THE BATTLE AT MERSAH-MATRUH: SIKHS GUARDING WOUNDED BEDOUIN PRISONERS.**

The battle at Mersah-Matruh on the Western Egypt frontier was in its local effect practically the Battle of the Marne of the campaign. There needed the final victory at Agagieh to complete the dispersal of the Bedouin invaders, but the tide of invasion was stemmed at Mersah-Matruh, and the pressing danger of the enemy's advance removed once for all. The enemy were posted on ground of their own

choosing and made an all-day defence. The attacking force, according to the published official narrative issued by the High Commissioner for New Zealand, comprised Sikhs, New Zealanders, Australian Light Horse, and English Yeomanry. The enemy lost in killed alone four to one of our total casualties. Many prisoners were taken by our men and a large supply of ammunition.—[Photo. by C.N.]





SKETCHED JUST BEFORE ITS RECENT DEMOLITION: LOOS "TOWER BRIDGE."

The celebrated "Tower Bridge," or "Crystal Palace," of Loos, was our men variously nicknamed the lofty iron twin structure, after standing for months as a landmark visible far and wide across the battle-area, is at last no more. The sketch above was taken just before its recent demolition, and shows how to the very last the main construction of the towers was intact except for small damage.



INSIDE BATTERED VERDUN: HOUSES WRECKED BY THE GERMAN SHELLS.

Ever since February, when their attack began, the Germans have continued to rain incendiary bombs and high-explosive shells on the town houses of Verdun. On some days as many as 800 projectiles have been counted falling in the place. The French had previously withdrawn all the inhabitants, and no military object could be attained by the destruction of empty dwellings.—[Photo. by Alfieri.]

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IN CORFU, WHERE FRANCE RECONSTRUCTED THE SERBIAN ARMY: A FRENCH CONVOY RETURNING FROM A SERBIAN CAMP.

A French garrison has been in temporary occupation of Corfu ever since January 11. It was landed with the declared intention of making arrangements for the reception of the Serbian Army, which at that time had at length reached the shores of the Adriatic after its arduous winter retreat. In spite of the menace from enemy submarines, through the instrumentality of the British, French, and Italian

navies, the Serbians were safely transported to Corfu, where the French took charge of the arrangements for re-arming, re-equipping and clothing, and reorganising them into the fine fighting force which is now ready elsewhere for any service. The British War Office helped with the supply of matériel, but the general arrangements were carried out by the French.—[Photo. by Illustrations Bureau.]





THE WOMEN-WORKERS OF THE PRESENT—AND FUTURE: A MECHANIC REPAIRING A MOTOR-CAR.

The revolution in industrial life and the sphere of "woman's work," brought about by the war, has enlarged the latter out of all knowledge, avocations being thrown open to women to-day which would have been considered impossible even half-a-dozen years ago. Now, in the stress of war, all things are possible in the great industrial upheaval, and women as mechanics already form a feature which has

ceased to cause surprise and is everywhere greeted as a success. Ladies are being instructed in mechanical work of the most modern kind, and this enables them when working on farms to repair and keep in order all mechanical appliances, as motors are now used everywhere. There will in future be a wide field for women-mechanics both on farms and in towns.—[Photo. by Record Press.]

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FOR THE MEN WHO "GO DOWN TO THE SEA IN SHIPS": THE LARGEST CHAPEL IN THE BRITISH FLEET.

The spirit of religion which has been evident throughout the war in the men of both Services has been the subject of wide comment, and also of wise and right attempts to meet the necessities of the case. In the field, or on the sea, the same desire has been manifest, not least in the Navy, among the men who "occupy their business in great waters" and see the "wonders of the deep." Our illustration

shows a chapel in the depths of one of our largest Dreadnoughts. Nearly four hundred officers and men can form the congregation, and, although the church-builders have had to ignore some details, the essentials are there: the altar, flower-decked and bearing the orthodox cross and symbolic lights; and there are simple but suitable seats for the congregation and clergy.—[Photo. by G.P.U.]





**RUSSIAN PROGRESS IN THE CAUCASUS: THE BAZAAR SQUARE AT HNYS-KALA AFTER ITS OCCUPATION BY OUR ALLIES.**

The Russian armies of the Caucasus have a fine record of successes, both in Armenia and further south. Great interest has been aroused lately by the Russian advance into Mesopotamia, towards Mosul, near which is the site of ancient Nineveh. It was stated recently that Russian troops were within fifty miles of that place and the point where the Bagdad Railway reaches the Tigris, some 200 miles above Bagdad,

now, apparently, the main objective of the Russians in Asia. A Petrograd communiqué of the 14th stated: "In the direction of Mosul, in Mesopotamia, our troops occupied the district of Revanduz, where bodies of the enemy were defeated. During the enemy's precipitate retreat they abandoned three artillery pieces."—[Photo. by Underwood and Underwood.]

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THE EMPEROR OF RUSSIA IN THE WAR ZONE: HIS MAJESTY RECEIVING A DEPUTATION OF PEASANT LEADERS.

The Emperor of Russia, who, it will be remembered, assumed the chief command of his armies when the Grand Duke Nicholas was appointed to the Caucasus, has been very active in visiting his troops, and wherever he goes his presence arouses the enthusiastic loyalty of his subjects. On May 2 he held a great review of troops in training at Petrograd. A fortnight previously he was at the south-western

front, near Kamenetz Podolsk, where he was received by General Brussiloff. On his return, the Tsar stopped at Chotin, and bestowed decorations at the hospital there. During a review near Zhvanets, on the Dniester, some hostile aeroplanes dropped bombs near the Emperor, who displayed the greatest sangfroid, and continued his inspection unconcernedly.—[Underwood and Underwood.]





WITH THE BRITISH NAVY AT SEA: PAINTING A SHIP IN HARBOUR.

Though many of our sailors have not yet had a sight of the enemy, time does not hang heavy on their hands. There is always plenty of work to be done in the Navy, to keep everything shipshape and in readiness for action. This photograph shows a British war-ship being given a new coat of paint during a spell in harbour.—[Photo. by Sport and General.]



WITH THE ARMY IN FRANCE: A BRITISH SENTRY'S IMPROVISED "PERISCOPE."

Though it is some time since any big general action was reported from our front, there is constant activity in the form of trench-raids, mining operations, and artillery fire. The soldier here seen on sentry duty is using an improvised "periscope" consisting of a little double mirror on the top of a branch fixed in the ground.—[Official Photograph; supplied by Sport and General.]

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THE PRESENTATION OF A FLAG OF HONOUR TO THE FRENCH FLYING CORPS: LIEUT. GUYNEMER AS STANDARD-BEARER.

Never has the right to bear a corps' standard been better won than it has been by the French Flying Corps, whose brilliant achievements can never be surpassed. As in the case of the Fusiliers Marins, of Dismude renown, the exceptional experience of being presented on behalf of the nation with a special Flag of Honour is, for the French Flying Corps, the guerdon of great deeds done. The presentation

was attended with the highest military honours. The Inspector-General of the School of Aviation performed it, and the first "Porte-Drapeau," or standard-bearer, was the heroic young airman, Lieut. Guynemer. In handing the flag to him, the General said: "Keep your hopes centred on these colours; keep your minds centred on the glories they stand for."—[Photo. by Topical.]





**DURING A LULL IN THE GERMAN ARTILLERY BOMBARDMENT AT VERDUN: FRENCH SOLDIERS REPAIRING THEIR WIRE ENTANGLEMENTS.**

The Germans gain little by their savage bombardments of the fire-trenches along the French front at Verdun. Not only is the expenditure in shells that takes place a costly process for the enemy; but, in the result, as fast as the German guns damage the French trenches and break down their lines of wire-entanglement barriers, at every lull in the firing that takes place the French are usually successful in

repairing their shot-down defences. The comparatively quiet intervals are necessitated in order that fresh supplies of ammunition may be brought up to the German batteries and let the gunners have a spell of rest. At once the French swarm out, and, before the enemy can begin again, the entanglement barriers are as formidable as ever.—[French Official Photograph; supplied by Newspaper Illustrations.]

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**DRINKING-WATER FOR THE FIRE-TRENCHES: FRENCH WATER-BEARERS STARTING FROM A SUPPLY-DEPÔT WITH FILLED KEGS.**

One of the secrets of how the authorities are able to maintain the generally satisfactory condition of health among the Allied troops in the firing-line in Northern France and Flanders is disclosed by the above illustration. It shows how the men in the French trenches are kept supplied with good drinking-water by means of specially organised arrangements. Pure and tested water, obtained from springs or

by well-sinking at places often miles in rear of where the fighting is going on, is brought up daily by road motor-trains to depôts, where it is stored in casks and barrels. Thence men carry supplies in kegs, as seen above, along the communication-trenches to the firing-line trenches, bringing back the empty kegs of the previous day's supply.—[Photo. by Illustrations Bureau.]





THE LAST OF "L 20": THE GIRDER FRAMEWORK AND BRACING OF THE WRECKED ZEPPELIN, AT HAFSFIORD, IN NORWAY.

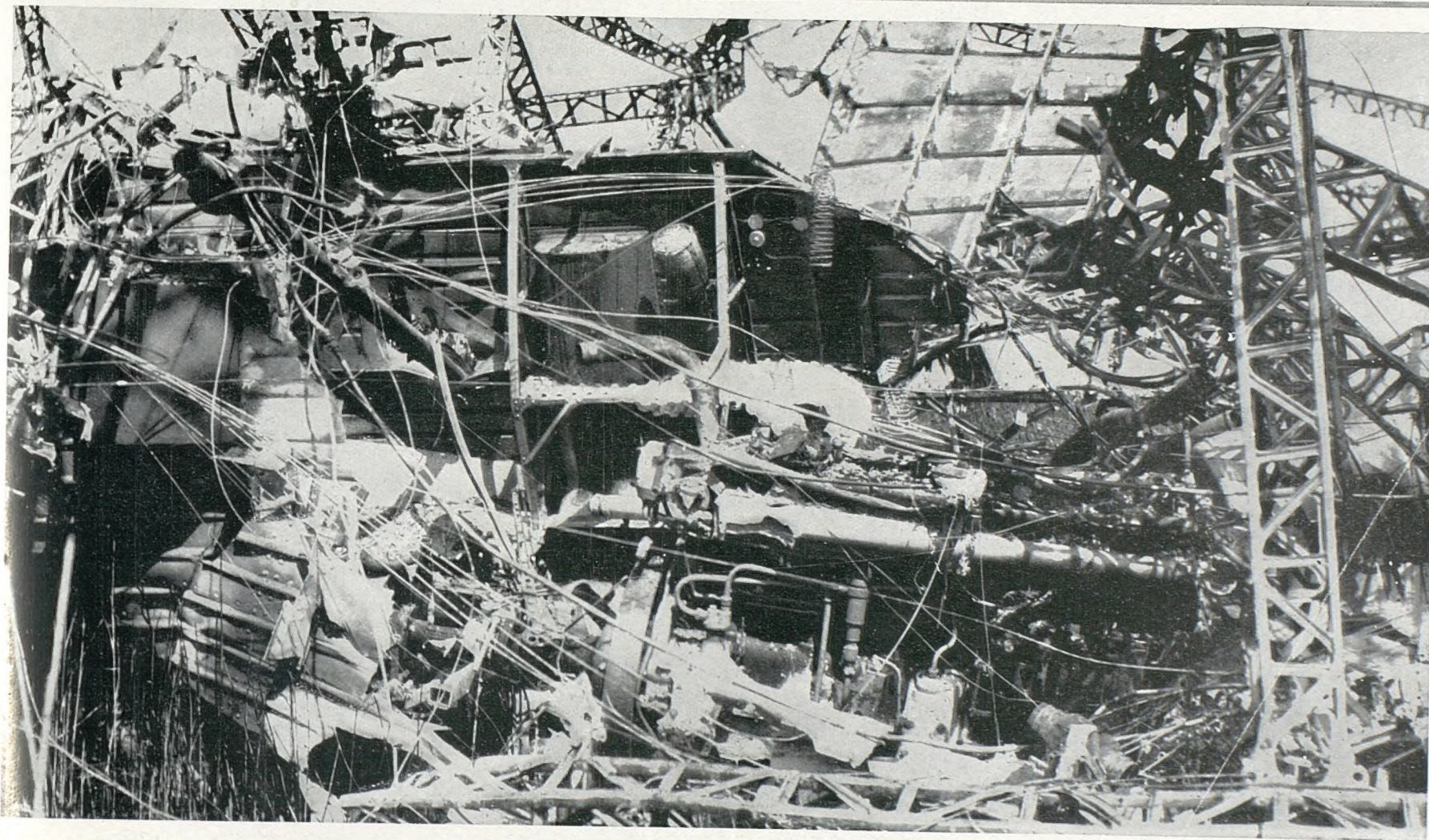
The above photograph makes an interesting addition to the illustrations published in a previous issue of the destroyed Zeppelin, "L 20," as the wreck appeared where it finally came down at Hafsfiord, ten miles from Stavanger, on the coast of Norway, on May 3. We get from the photograph shown here a specially instructive idea of the construction of the metal (aluminium) girder framework and lattice

bracing which forms the structure of a Zeppelin's hull. The envelope has been stripped off. Apparently it has been burned away, leaving dark, charred strips of cloth clinging to the connecting wirework between the braces and girders. The Norwegian Government, it is stated, propose to break up and sell the aluminium remains of "L 20."—[Photo. by Lökke.]

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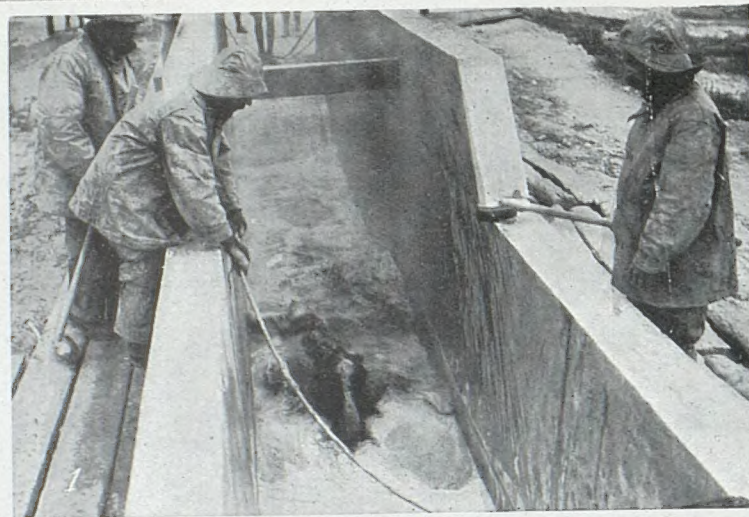


SUBSEQUENTLY RECONSTRUCTED BY THE FRENCH: TANGLED WRECKAGE OF THE ZEPPELIN BROUGHT DOWN AT SALONIKA, IN THE VARDAR MARSHES.

"French Army mechanics," wrote Mr. G. Ward Price from Salonika recently, "are rebuilding on the open space near the White Tower the ruins of the Zeppelin, which, after great labour, have been extracted from the marshes and towed here in barges. The great bare ribs, spaced out with gaps between, for exhibition purposes, look like the skeleton of some great prehistoric animal on view in a

museum." The above photograph shows wreckage of one of the gondolas and part of the framework lying where the airship fell in the swamps at the mouth of the River Vardar. On our front page in this number is shown the Zeppelin's flag, of which a correspondent says: "The German naval war-pennant which the ship carried now decorates General Sarrail's room at Headquarters."—[Photo. by Topical.]





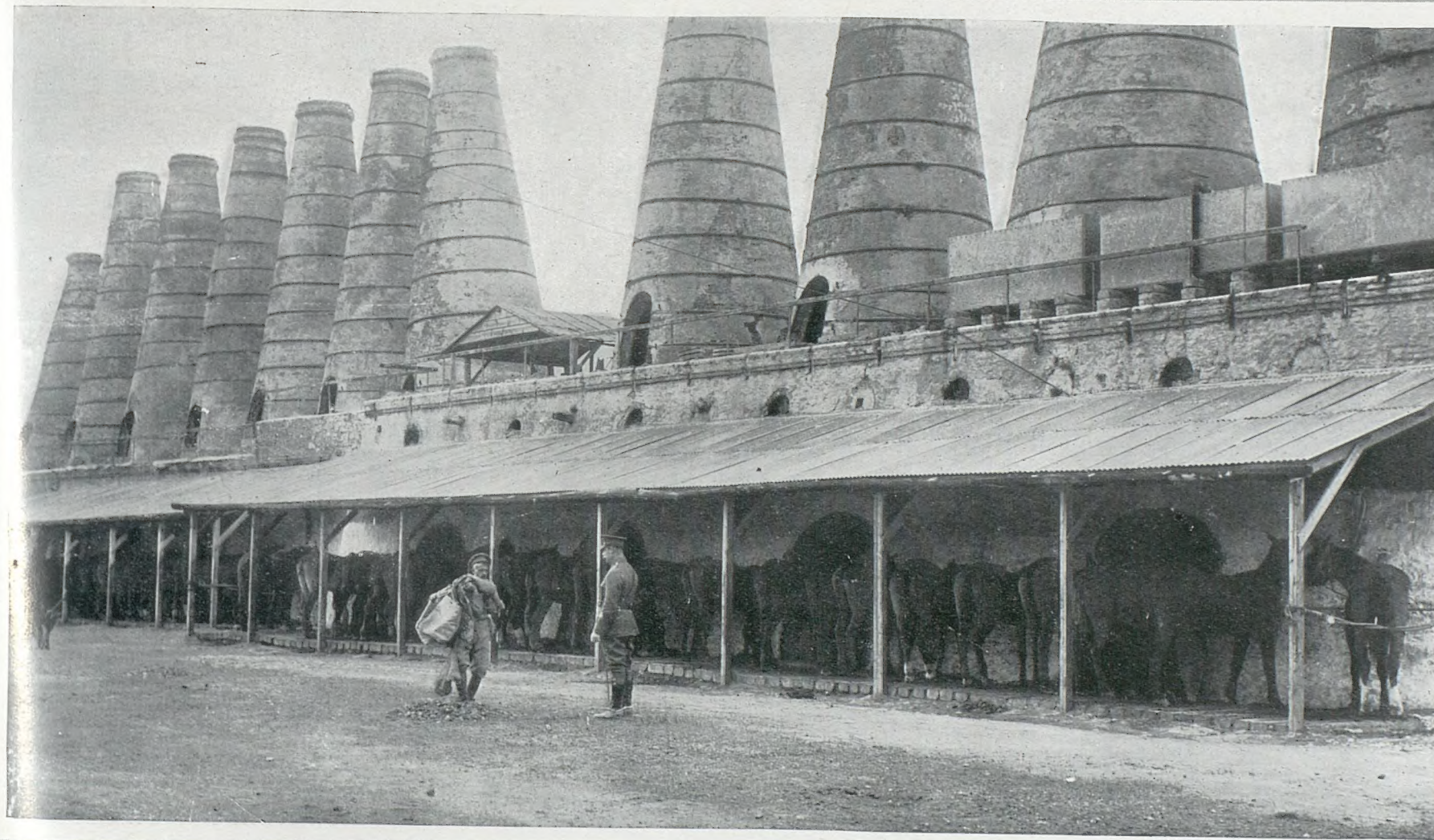
# HOW OUR ARMY HORSES ARE MEDICALLY TREATED IN FRANCE: AN ANIMAL HAVING A DISINFECTING BATH.

Speaking of his visit to the Army Veterinary hospitals in France, Lord Lonsdale mentions "the difficulties with lice and mange." "In every case," he records, "the horse was separated and looked after in accordance with its particular malady, and I did not observe one single instance of neglect throughout the many thousands of horses that I saw." One of the Army Veterinary Corps' methods

of dealing with a horse in France afflicted by skin trouble is seen above. Photograph No. 1 shows the animal undergoing a warm disinfecting bath—being made to swim through the bathing place. Nos. 2 and 3 show the horse being examined on coming up the slope leading from the bath. In No. 4 the horse is being scrubbed.—[Official Photograph. Crown Copyright reserved; supplied by C.N.]

"I do not believe more credit and superintendence. That is the test."



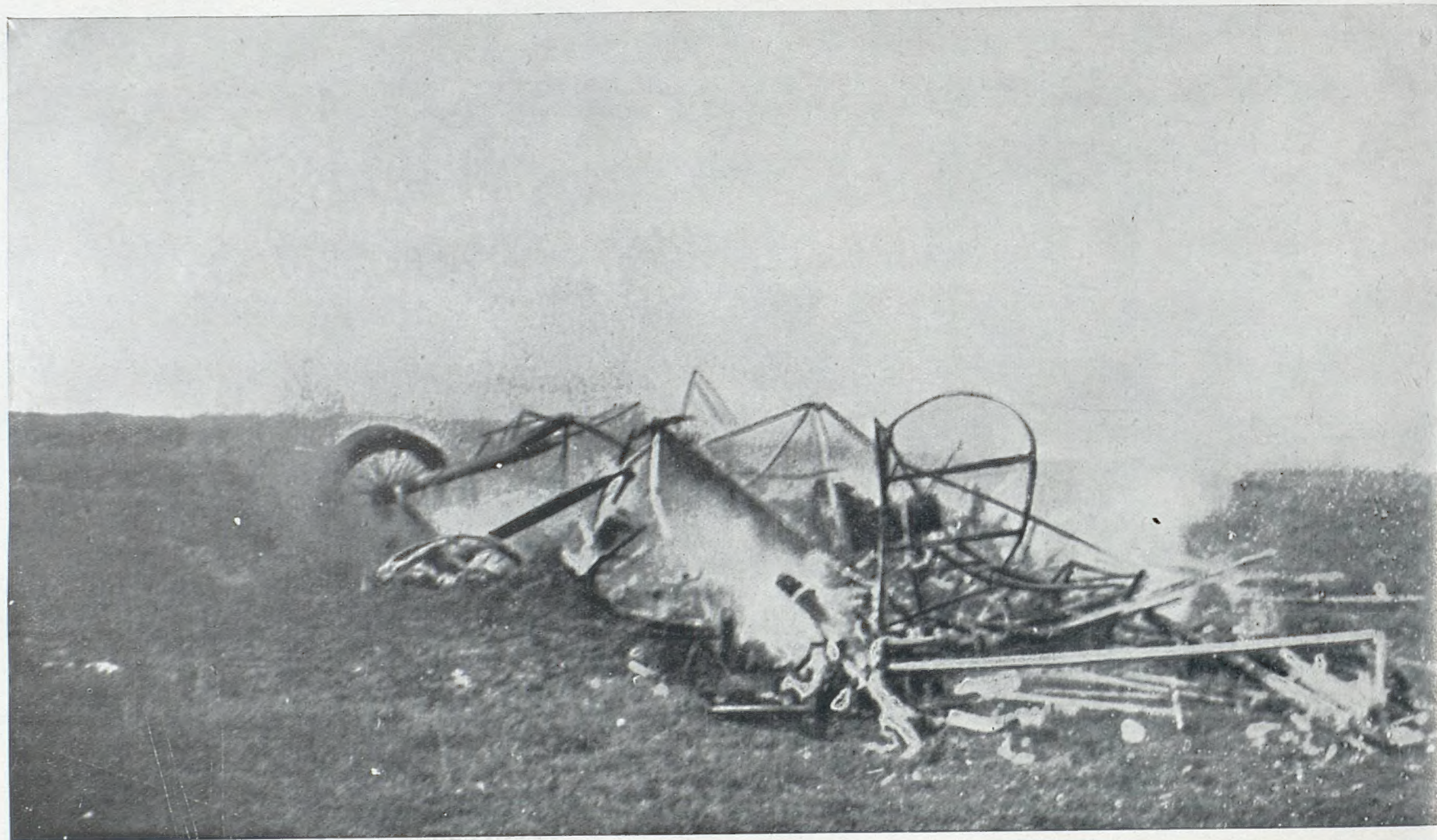


OUR ARMY HORSES IN FRANCE: STABLE SHELTERS AGAINST A FACTORY WALL AT A VETERINARY BASE HOSPITAL.

"I do not believe in all the various departments of the Army there is any branch of it that deserves more credit and shows more astonishing foresight in the preparation, alleviation of suffering, and general superintendence of the animal than do the Army Veterinary Corps and the Remount Department." That is the testimony of Lord Lonsdale, after visiting the hospital bases in France for horses of our

cavalry divisions and transport service. The illustration shows one of the stable shelters for horses at a Veterinary Base Hospital, such as those that Lord Lonsdale inspected. Speaking of the arrangements, he said: "Nothing could be more advantageous in the interests of the animal. The ground selected, the position, was admirable."—[Official Photograph. Crown Copyright reserved; supplied by C.N.]





**"BROUGHT DOWN": THE BURNING DÉBRIS OF A GERMAN AEROPLANE DESTROYED BY THE FRENCH IN THE REGION OF VERDUN.**

Aircraft have been very active of late on the Western front, and the official reports—both French and British—have announced within the last few days a number of successes. French communiqués of May 20, for example, stated: "On Friday (the 19th) Sub-Lieutenant Navarre brought down his eleventh German aeroplane. The machine fell in our lines near Chattancourt. The two enemy airmen were

captured. During the day another German aeroplane, attacked by Sub-Lieutenant Nungesser, fell and was dashed to pieces in the Forges Wood. . . Three other German aeroplanes, which were fired upon by our machines with quick-firing guns, were seen to fall vertically, nose down, in their own lines. . . . One of our motor-guns brought down a German aeroplane in the region of Verdun."